

of S. 806, a bill to amend title 23, United States Code, to require the Secretary of Transportation to establish a program to provide grants to carry out activities to benefit pollinators on roadsides and highway rights-of-way, including the planting and seeding of native, locally appropriate grasses and wildflowers, including milkweed, and for other purposes.

S. 809

At the request of Mr. MERKLEY, the names of the Senator from Illinois (Ms. DUCKWORTH) and the Senator from California (Mrs. FEINSTEIN) were added as cosponsors of S. 809, a bill to encourage and facilitate efforts by States and other stakeholders to conserve and sustain the western population of monarch butterflies, and for other purposes.

S. 862

At the request of Mr. MENENDEZ, the name of the Senator from Montana (Mr. DAINES) was added as a cosponsor of S. 862, a bill to create a safe harbor for insurers engaging in the business of insurance in connection with a cannabis-related legitimate business, and for other purposes.

S. 868

At the request of Mrs. GILLIBRAND, the name of the Senator from Maine (Ms. COLLINS) was added as a cosponsor of S. 868, a bill to amend title II of the Social Security Act to eliminate the five-month waiting period for disability insurance benefits under such title and waive the 24-month waiting period for Medicare eligibility for individuals with Huntington's disease.

S. 876

At the request of Ms. SMITH, the name of the Senator from New Hampshire (Ms. HASSAN) was added as a cosponsor of S. 876, a bill to amend the Richard B. Russell National School Lunch Act to require the Secretary of Agriculture to make loan guarantees and grants to finance certain improvements to school lunch facilities, to train school food service personnel, and for other purposes.

S. 937

At the request of Ms. HIRONO, the names of the Senator from Connecticut (Mr. MURPHY), the Senator from New Mexico (Mr. HEINRICH), the Senator from Montana (Mr. TESTER) and the Senator from New York (Mr. SCHUMER) were added as cosponsors of S. 937, a bill to facilitate the expedited review of COVID-19 hate crimes, and for other purposes.

S. 951

At the request of Mrs. FISCHER, the name of the Senator from New Hampshire (Mrs. SHAHEEN) was added as a cosponsor of S. 951, a bill to direct the Secretary of Veterans Affairs to make grants to eligible organizations to provide service dogs to veterans with severe post-traumatic stress disorder, and for other purposes.

S. 984

At the request of Mr. MERKLEY, the names of the Senator from Washington

(Mrs. MURRAY) and the Senator from Maryland (Mr. VAN HOLLEN) were added as cosponsors of S. 984, a bill to amend the Solid Waste Disposal Act to reduce the production and use of certain single-use plastic products and packaging, to improve the responsibility of producers in the design, collection, reuse, recycling, and disposal of their consumer products and packaging, to prevent pollution from consumer products and packaging from entering into animal and human food chains and waterways, and for other purposes.

S. 1032

At the request of Mr. WARNOCK, the name of the Senator from Maryland (Mr. CARDIN) was added as a cosponsor of S. 1032, a bill direct the Joint Committee of Congress on the Library to obtain a statue of Shirley Chisholm for placement in the United States Capitol.

S. 1034

At the request of Mr. COONS, the names of the Senator from Arizona (Ms. SINEMA) and the Senator from Alaska (Ms. MURKOWSKI) were added as cosponsors of S. 1034, a bill to amend the Internal Revenue Code of 1986 to extend the publicly traded partnership ownership structure to energy power generation projects and transportation fuels, and for other purposes.

S. 1040

At the request of Mr. MENENDEZ, the name of the Senator from North Dakota (Mr. HOEVEN) was added as a cosponsor of S. 1040, a bill to amend title 38, United States Code, to expand eligibility for hospital care, medical services, and nursing home care from the Department of Veterans Affairs to include veterans of World War II.

S. 1071

At the request of Mr. CRUZ, the name of the Senator from Arkansas (Mr. COTTON) was added as a cosponsor of S. 1071, a bill to authorize the Secretary of Veterans Affairs to carry out a pilot program to provide pension claim enhancement assistance to individuals submitting claims for pension from the Department of Veterans Affairs, and for other purposes.

S.J. RES. 3

At the request of Mr. CRUZ, the name of the Senator from Tennessee (Mr. HAGERTY) was added as a cosponsor of S.J. Res. 3, a joint resolution proposing an amendment to the Constitution of the United States relative to limiting the number of terms that a Member of Congress may serve.

S. RES. 140

At the request of Mr. WARNOCK, the names of the Senator from New Hampshire (Mrs. SHAHEEN) and the Senator from Minnesota (Ms. SMITH) were added as cosponsors of S. Res. 140, a resolution condemning the horrific shootings in Atlanta, Georgia, on March 16, 2021, and reaffirming the commitment of the Senate to combating hate, bigotry, and violence against the Asian-American and Pacific Islander community.

S. RES. 148

At the request of Ms. WARREN, the names of the Senator from Virginia (Mr. WARNER) and the Senator from South Dakota (Mr. ROUNDS) were added as cosponsors of S. Res. 148, a resolution recognizing the importance of paying tribute to those individuals who have faithfully served and retired from the Armed Forces of the United States, designating April 18, 2021, as "Military Retiree Appreciation Day", and encouraging the people of the United States to honor the past and continued service of military retirees to their local communities and the United States.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. KAINE (for himself and Mr. PORTMAN):

S. 1078. A bill to require the Secretary of Labor to award grants for promoting industry or sector partnerships to encourage industry growth and competitiveness and to improve worker training, retention, and advancement as part of an infrastructure investment; to the Committee on Health, Education, Labor, and Pensions.

Mr. KAINE. Mr. President, The U.S. Infrastructure system is in critical need of an upgrade. In February 2021, the American Society of Civil Engineers (ASCE) graded 11 of 17 infrastructure categories a D+ or worse. Systems across the Nation are in dire need of repair, including our bridges, public transit, roads, and schools.

A recent study by the Center of Education and the Workforce at Georgetown University estimated that a \$1.5 trillion infrastructure investment would create 15 million new jobs. Nearly half of these would require training past the high school level. Even without a significant investment, though, infrastructure industries are already struggling to meet workforce demands. Though the need to invest in infrastructure goes back decades, there's renewed momentum today, especially as more than 10 million people remain unemployed across the country as a result of COVID-19, exacerbating the already historic inequities that have limited women and people of color from accessing these jobs. Investments in infrastructure skills training must serve people of color, women, and other communities who have historically been excluded from good careers in infrastructure.

Industry and sector partnerships are a proven strategy for helping workers prepare for jobs that lead to strong career pathways and helping businesses find skilled workers. Congress requires states and local areas to support the development of these partnerships under the Workforce Innovation and Opportunity Act (WIOA), but no dedicated funding has been provided for these activities.

For workers, especially those underrepresented in infrastructure industries, support services like career counseling, child care, and transportation can often be the key to succeed in work-based learning programs. Providing these services may be outside the capacity of a business. Industry partnerships bring business together with community and human service organizations that can make these connections for workers and drastically improve their ability to succeed in training and meet business demand for skilled workers.

This is why I am pleased to introduce with my colleague, Senator PORTMAN, the Building U.S. Infrastructure by Leveraging Demands for Skills Act, or BUILDS Act. The BUILDS Act creates a grant program that would support industry and sector partnerships working with local businesses, industry associations and organizations, labor organizations, state and local workforce boards, economic development agencies and other partners engaged in their communities to encourage industry growth, competitiveness and collaboration to improve worker training, retention and advancement in targeted infrastructure clusters. Additionally, businesses and education providers would be connected to develop classroom curriculum to complement on-the-job learning and workers would receive support services such as mentoring and career counseling to ensure that they are successful from the pre-employment to placement in a full-time position.

As we prepare to tackle critical infrastructure needs nationwide, it's vital we also support a skilled workforce that can take on this task. This bill will help foster strong industry partnerships and career pathways in infrastructure fields to ensure we can train and upskill workers for millions of good-paying jobs and also strengthen our economy as we begin to recover from COVID-19. I hope that my colleagues on both sides of the aisle consider the BUILDS Act as a necessary component to any investment in our nation's infrastructure.

By Mr. McCONNELL:

S. 1091. A bill to designate certain future interstates and high priority corridors in Kentucky, and for other purposes; to the Committee on Environment and Public Works.

Mr. McCONNELL. Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the text of the bill was ordered to be printed in the RECORD, as follows:

S. 1091

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. LOUIE B. NUNN CUMBERLAND EXPRESSWAY.

(a) DESIGNATION AS HIGH PRIORITY CORRIDOR.—Section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 105 Stat. 2032; 133

Stat. 3018) is amended by adding at the end the following:

“(92) The Louie B. Nunn Cumberland Expressway from the interchange with Interstate 65 in Barren County, Kentucky, east to the interchange with U.S. Highway 27 in Somerset, Kentucky.”.

(b) DESIGNATION AS FUTURE INTERSTATE.—Section 1105(e)(5)(A) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 109 Stat. 597; 133 Stat. 3018) is amended in the first sentence by striking “and subsection (c)(91)” and inserting “subsection (c)(91), and subsection (c)(92)”.

(c) NUMBERING OF PARKWAY.—Section 1105(e)(5)(C)(i) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240; 109 Stat. 598; 133 Stat. 3018) is amended by adding at the end the following: “The route referred to in subsection (c)(92) is designated as Interstate Route I-365.”.

(d) OPERATION OF VEHICLES.—Section 127(1)(3)(A) of title 23, United States Code, is amended—

(1) in the matter preceding clause (i), in the first sentence, by striking “clauses (i) through (iv) of this subparagraph” and inserting “clauses (i) through (v)”;

(2) by adding at the end the following:

“(v) The Louie B. Nunn Cumberland Expressway (to be designated as a spur of Interstate Route 65) from the interchange with Interstate 65 in Barren County, Kentucky, east to the interchange with U.S. Highway 27 in Somerset, Kentucky.”.

By Mr. DURBIN (for himself, Mr. BLUMENTHAL, Mr. SANDERS, Mr. MENENDEZ, Mr. MARKEY, Mrs. MURRAY, and Ms. KLOBUCHAR):

S. 1102. A bill to direct the Federal Communications Commission to establish a program to make grants to States to inform Medicaid enrollees, SNAP participants, and low-income residents of potential eligibility for the Lifeline program of the Commission; to the Committee on Commerce, Science, and Transportation.

Mr. DURBIN. Mr. President, I ask unanimous consent that the text of the bill be printed in the RECORD.

There being no objection, the text of the bill was ordered to be printed in the RECORD, as follows:

S. 1102

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Promoting Access to Broadband Act of 2021”.

SEC. 2. LIFELINE ENROLLMENT OUTREACH GRANTS.

(a) DEFINITIONS.—In this section:

(1) COMMISSION.—The term “Commission” means the Federal Communications Commission.

(2) COVERED INDIVIDUALS.—The term “covered individuals” means—

- (A) Medicaid enrollees;
- (B) SNAP participants; and
- (C) low-income residents.

(3) ELIGIBLE-BUT-NOT-ENROLLED.—The term “eligible-but-not-enrolled” means, with respect to an individual, that the individual is eligible for the Lifeline program but is not enrolled in the Lifeline program.

(4) LIFELINE PROGRAM.—The term “Lifeline program” means the Lifeline program of the Commission.

(5) LOW-INCOME.—The term “low-income” means a gross annual income at or below 135 percent of the Federal poverty level.

(6) MEDICAID ENROLLEE.—The term “Medicaid enrollee” means, with respect to a State, an individual enrolled in the State plan under title XIX of the Social Security Act (42 U.S.C. 1396 et seq.) or a waiver of that plan.

(7) REACH.—The term “reach” means, with respect to an individual, to inform the individual of potential eligibility for the Lifeline program and to provide the individual with information about the Lifeline program, as described in subsection (e).

(8) SNAP PARTICIPANT.—The term “SNAP participant” means an individual who is a member of a household that participates in the supplemental nutrition assistance program under the Food and Nutrition Act of 2008 (7 U.S.C. 2011 et seq.).

(9) STATE.—The term “State” means each State of the United States, the District of Columbia, each commonwealth, territory, or possession of the United States, and each federally recognized Indian Tribe.

(b) ESTABLISHMENT.—The Commission shall establish a competitive program to make grants to States to inform covered individuals of potential eligibility for the Lifeline program.

(c) APPLICATION.—

(1) IN GENERAL.—The Commission may only award a grant under this section to a State that submits an application at such time, in such form, and with such information and assurances as the Commission may require.

(2) MATTERS REQUIRED TO BE INCLUDED.—An application submitted by a State under paragraph (1) shall include—

(A) the number of covered individuals in the State;

(B) a plan for the activities that the State will conduct using grant funds, including a list of each agency within the State that will assist in carrying out those activities; and

(C) an estimate of the percentage of eligible-but-not-enrolled individuals in the State who will be reached by those activities.

(d) SELECTION.—

(1) MINIMUM OF 5 STATES.—The Commission shall award grants under this section to not fewer than 5 States.

(2) FACTORS FOR CONSIDERATION.—In awarding grants under this section, the Commission shall give favorable consideration—

(A) to States that have higher numbers of covered individuals; and

(B) to States proposing, in the plans submitted under subsection (c)(2)(B), to conduct activities that have the potential to reach higher percentages of eligible-but-not-enrolled individuals in those States, as determined by the Commission, taking into consideration the estimates submitted under subsection (c)(2)(C).

(3) GEOGRAPHIC DIVERSITY.—In awarding grants under this section, the Commission shall, to the maximum extent practicable, select States from different geographic regions of the United States.

(e) USE OF FUNDS.—

(1) IN GENERAL.—A State that receives a grant under this section shall use grant funds, in accordance with the plan included in the application of the State under subsection (c)(2)(B), to—

(A) inform covered individuals and organizations or agencies that serve those individuals, as the case may be under the terms of the grant awarded to the State, of potential eligibility for the Lifeline program;

(B) provide those covered individuals with information about the Lifeline program, including—

(i) how to apply for the Lifeline program; and

(ii) a description of the prohibition on more than 1 subscriber in each household receiving a service provided under the Lifeline program; and

(C) partner with nonprofit and community-based organizations to provide those covered individuals with assistance applying for the Lifeline program and information about product and technology choices.

(2) MULTIPLE STATE AGENCIES.—A State that receives a grant under this section may provide grant funds to 1 or more agencies located within the State to carry out the activities under the grant.

(f) OUTREACH TO STATES REGARDING GRANT PROGRAM.—Before accepting applications for the grant program established under this section, the Commission shall conduct outreach to States to ensure that States are aware of the grant program and how to apply for a grant under the grant program.

(g) REPORT TO CONGRESS.—

(1) IN GENERAL.—Not later than 3 years after establishing the grant program under this section, the Commission shall submit to Congress a report evaluating the effectiveness of the grant program.

(2) CONTENTS.—The report submitted under paragraph (1) shall include—

(A) the number of individuals notified of Lifeline program eligibility by States receiving grants under this section;

(B) the number of new applicants to the Lifeline program from States receiving grants under this section, including the number of those applicants whose Lifeline program applications were approved and the number of those applicants whose Lifeline program applications were denied; and

(C) the cost-effectiveness of the grant program established under this section.

(h) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated to the Commission such sums as may be necessary to carry out this section for the first 5 full fiscal years beginning after the establishment of the grant program under this section.

SUBMITTED RESOLUTIONS

SENATE RESOLUTION 149—EXPRESSING THE SENSE OF THE SENATE THAT CONGRESS SHOULD CONTINUE TO SUPPORT THE A-10 THUNDERBOLT II ATTACK AIRCRAFT PROGRAM, ALSO KNOWN AS THE WARTHOG AND A-10C OR OA-10C

Mr. KELLY (for himself, Mr. BLUNT, and Ms. SINEMA) submitted the following resolution; which was referred to the Committee on Armed Services:

S. RES. 149

Whereas the A-10 Thunderbolt II attack aircraft (referred to in this preamble as the “A-10”)—

(1) has seen action in every major United States Military conflict since the first production A-10 was delivered to Davis-Monthan Air Force Base in October 1975; and

(2) since that time, has received several upgrades that are reflected in the 281 A-10s in service as of the date of adoption of this resolution;

Whereas, since Operation Desert Storm in 1991, the A-10 has become a preferred close air support platform for ground troops, striking fear in the enemies of the United States and inspiring pride in the members of the Armed Forces;

Whereas the A-10, which has been the backbone of the close air support mission of the Air Force for more than 40 years, has proven to be a highly accurate, mobile, and durable weapons-delivery platform that can be used against all ground targets;

Whereas the A-10 supports close air support with a variety of forward-firing, free-fall, and precision-guided munitions;

Whereas the A-10 is able to perform combat search and rescue, air interdiction, armed reconnaissance, suppression of enemy air defenses, special operations forces support, and countersea operations in low-threat and high-threat environments, day or night;

Whereas the A-10 provides the Air Force with an extensive ability to survey the battlefield and then fix, engage, target, and destroy a wide range of mobile and fixed targets as an arsenal aircraft, including tanks and other highly armored vehicles in quantity;

Whereas the A-10 was specifically designed with protection from small-arms fire, including self-sealing fuel tanks, redundant flight controls, and a titanium cockpit tub, which has proven vital to the safe return of pilots despite heavy damage from enemy ground fire;

Whereas the A-10 has the lowest rate of friendly fire incidents of any combat fighter or bomber;

Whereas the A-10 has one of the largest carrying capacities for a fighter-type aircraft and can carry a wide range of munitions and electronic countermeasures without sacrificing air-to-ground capabilities;

Whereas the close air support provided by the A-10, which has proven invaluable on the battlefield, is better than the close air support provided by any other fighter aircraft because—

(1) the A-10 has excellent maneuverability at low air speeds and altitudes; and

(2) the close air support provided by the A-10 is simple and effective;

Whereas the slower airspeeds of the A-10 enable longer loiter times, increasing support to troops in contact and battlefield coverage;

Whereas, of all combat planes in the arsenal of the United States, the A-10 is the least expensive to operate and purchase;

Whereas, while the A-10 flew only 30 percent of the total sorties of the Air Force during Operation Desert Storm in 1991, these aircraft achieved more than half of the confirmed Iraqi equipment losses and fired 90 percent of the precision-guided Maverick missiles;

Whereas, during Operation Allied Force in 1999—

(1) A-10s destroyed more field-deployed Serbian weaponry than any other allied weapon system; and

(2) combat search and rescue support from the A-10 was 100 percent effective, successfully rescuing 1 F-117 pilot and 1 F-16CG pilot;

Whereas, during Operation Enduring Freedom in 2001 and Operation Iraqi Freedom in 2003, the A-10 flew 32 percent of the combat sorties in both theaters, and from 2006 to late 2013, the A-10 flew 19 percent of close air operations in Iraq and Afghanistan;

Whereas the A-10 is an effective close air support platform to counter violent extremist organizations, including the Islamic State in Iraq and Syria;

Whereas the continuing demands for close air support in Iraq and Afghanistan keep the A-10 a relevant platform, but one that requires upgrades;

Whereas, if the A-10 is removed from service, certain gaps in responsive close air support, forward air controller, air interdiction, strike control and reconnaissance, and combat search and rescue support could widen;

Whereas the A-10 can be serviced and operated with high sortie rates from austere bases with limited facilities or logistical support near battle areas, including unprepared dirt, grass, and narrow road runways,

and from airfields that are too short or rough to handle fast jets;

Whereas global power is essential to preserving global security and stability, and the A-10 is essential to ensuring that the United States is able to continue providing unmatched airpower, to gain and maintain air superiority, and to extend its global reach;

Whereas the A-10 program supports the Air Force, including the Air National Guard and Air Force Reserve;

Whereas, as of the date of adoption of this resolution, the A-10 is flying in operational combat squadrons at—

(1) Davis-Monthan Air Force Base, Arizona;

(2) Eglin Air Force Base, Florida;

(3) Moody Air Force Base, Georgia;

(4) Gowen Field Air National Guard Base, Idaho;

(5) Fort Wayne Air National Guard Station, Indiana;

(6) Warfield Air National Guard Base, Maryland;

(7) Selfridge Air National Guard Base, Michigan;

(8) Whiteman Air Force Base, Missouri;

(9) Nellis Air Force Base, Nevada; and

(10) Osan Air Base, Republic of Korea;

Whereas the 355th Wing at Davis-Monthan Air Force Base, with an inventory of 84 A-10s—

(1) has deployed 12 times since September 11, 2001, primarily in support of troops on the ground; and

(2) is responsible for training all A-10 pilots;

Whereas the 175th Wing at Warfield Air National Guard Base, with an inventory of 21 A-10s, has deployed 6 times since September 11, 2001, primarily in support of troops on the ground; and

Whereas the 442nd Fighter Wing at Whiteman Air Force Base, with an inventory of 27 A-10s, has deployed 9 times since September 11, 2001, primarily in support of troops on the ground; Now, therefore, be it

Resolved, That it is the sense of the Senate that Congress should continue to support the A-10 Thunderbolt II program in future fiscal years because—

(1) continued support for the A-10 Thunderbolt II program is imperative to the national security of the United States; and

(2) the United States cannot afford to risk its national security, or the national security of its allies, by allowing that program to fall short of its vital mission.

SENATE RESOLUTION 150—HONORING THE MEMORY OF JEREIMA “JERI” BUSTAMANTE ON THE THIRD ANNIVERSARY OF HER PASSING

Mr. SCOTT (for himself and Mr. RUBIO) submitted the following resolution; which was referred to the Committee on the Judiciary:

S. RES. 150

Whereas Jereima “Jeri” Bustamante (referred to in this preamble as “Jeri Bustamante”) lived the American Dream;

Whereas, after moving from Panama to the United States with her family, Jeri Bustamante—

(1) attended Miami Beach Senior High School; and

(2) earned a Bachelor’s Degree in Communication and Media Sciences and a Master’s Degree in Public Administration from Florida International University;

Whereas Jeri Bustamante had a tireless work ethic and a passion for communication, and paid for her education by working while enrolled in school;